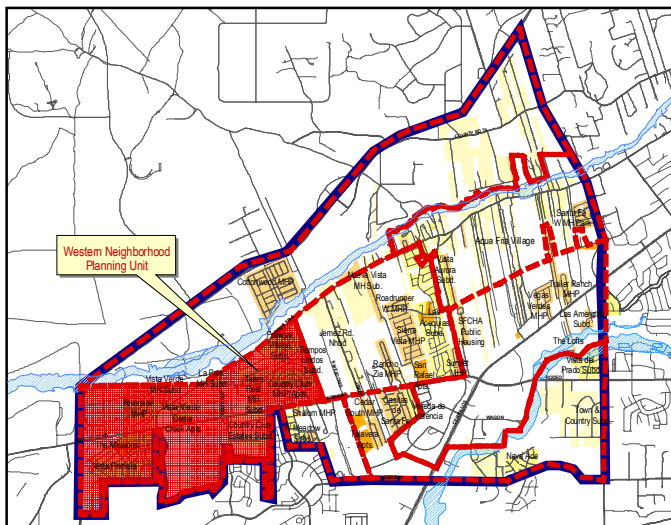


Western Neighborhood Plan Area

Unit Area Description

The Western Area Neighborhood planning unit is generally considered to be the most urbanized of the extraterritorial planning areas. It generally lies north of the Tierra Contenta development, is bordered by Agua Fria Road/Santa Fe River to the north, NM 599 to the west and encompasses nearly 50% of the north and south properties that bound Airport Road within the SW planning area (see Map 2.3.1). In addition, the Western Plan Area is one of two areas that fall within both the two- and five-mile extraterritorial zones.

The plan unit is comprised of roughly 870 acres. Within the area, approximately 101 acres, or 11% (excluding the Highway Corridor critical setback area), remain vacant, developable land. Of that percentage, approximately 30 acres is currently under development or has received some level of project approval¹ for future development. Therefore, roughly 71 acres, or 8% of the total unit, remains as undeveloped, uncommitted acreage.



Map 2.3.1. Western Neighborhood Plan Area

Existing Land Uses and Urban Forms

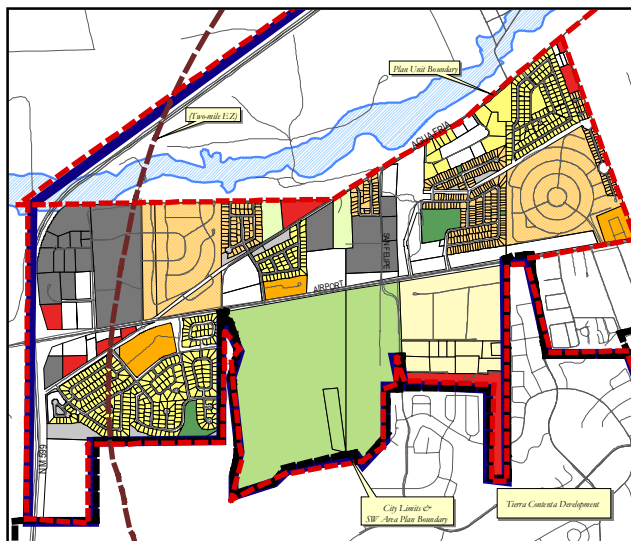
The existing land uses within the planning unit represent a broad spectrum of uses (Table 2.3.1.) as well as patterns and densities. The range of land uses vary in intensity

Land Use Category	Total Acreage	% of Total
Undeveloped/Vacant	101.4	12%
Rural Residential	10.3	1%
Residential Very Low Density	63.3	7%
Residential Low Density	102.5	12%
Residential Medium Density	149.5	17%
Residential High Density	21.1	2%
Park	11.4	1%
Recreational	164.4	19%
Commercial	33.3	4%
Industrial	89.0	10%
Easement/ROW/Other	122.1	14%
Total	868.2	100%

Table 2.3.1. Existing Land Use Summary

¹ The various projects have received some level of approval (i.e. Master Plan, Development Plan, etc...) through the EZA.

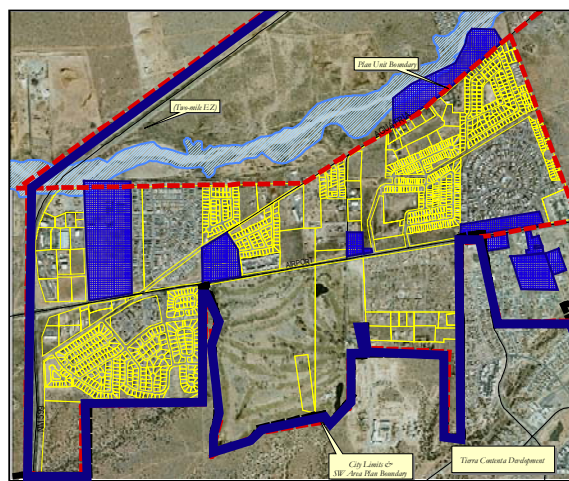
from industrial park development to rural density residential. Of the developed acreage (excluding right-of-way and other infrastructure-related uses), approximately 46% of the total acreage are residential uses (Map 2.3.2). In contrast, 16% of the existing uses are commercial/industrial-based with a primary orientation toward the Santa Fe Municipal Airport as well as accessibility to NM599. The planning area also includes several private neighborhood parks as well as the Santa Fe Country Club recreational facility. In general, the planning area is principally residential, but also includes an array of accompanying existing commercial, industrial and private recreational uses.



Map 2.3.2. Western Plan Area Existing Land Uses

As previously noted, the plan unit area is also one of the most “urbanized” neighborhood units, both with respect to the range of uses, the level of urban services², as well as the urban density and form. The Western Area represents a kind of planning paradigm, in so far as the area does not lie within the corporate city limits, but has and continues to develop at what is clearly urban densities. For example, the largest single residential percentile (see Table 2.3.1.) is represented by the Medium Density Residential land use classification ranging from 7-12 du/ac. In addition, the summation of the urban residential density classifications, including low density residential (4-7 du/ac.) and high-density residential (12-29 du/ac), comprise nearly 79% of the total residential acreage. This level of intensity for residential development is more typically found within a municipal setting or service boundary.

The dominant area urban form is characteristic of suburban style development with curvilinear and cul-de-sac land patterns. The suburban form is in keeping with the primary development period as well as the levels of urban services that are currently being provided to the area. With respect to non-residential land patterns, development has tended to be less structured in form—more in keeping with an “urban fringe” development pattern, particularly in the industrial areas. It is also a common pattern for intense industrial uses to be located adjacent to residential neighborhoods without adequate buffering, separation, or other methods for providing



Map 2.3.3. Approved Future Development

² Based on the data and mapping contained within the SW Plan Area Existing Conditions Report, July 2000.

protection to residential areas.³

Based on recent development approvals (See map 2.3.3), there appears to be a shift in pattern towards more community/neighborhood-based commercial development (fronting Airport Road) that is more typical of a suburban-like setting. Given the intensity of urban residential uses for the area, the expansion of neighborhood-serving commercial (retail and office) would be considered appropriate and desirable, however, the type and scale of those uses should be compatible with the neighborhoods for which they serve.

Activity Centers and Neighborhood Cores

The Western Neighborhood Planning Area contains one large community activity center—the Santa Fe Country Club. It offers a variety of recreational opportunities, including golf, tennis and private dining. It is, however, a semi-private recreational center that is fee-based for golf and tennis, and restricted to private membership for other country club activities.

With respect to local neighborhood centers or cores, the area is proportionately undeserved given the degree of urban residential development for the planning unit. In addition, there are few local connections, neither streets nor pedestrian paths or sidewalks, which unify or tie neighborhoods together. There are no public parks or institutional facilities, including churches or schools, located within the planning unit. There are, however, several relatively small private parks that are intended to serve individual neighborhoods exclusively (limited public access). These include two developed private parks that serve the Vista Primera and Fairway Village neighborhoods and one undeveloped and one developed “tot lot” park that serve the Tierra Real Mobile Home Park. The absence of defining public spaces and connections between neighborhoods is one of the key planning issues raised during neighborhood workshops.



Private park at the Vista Primera Subdivision

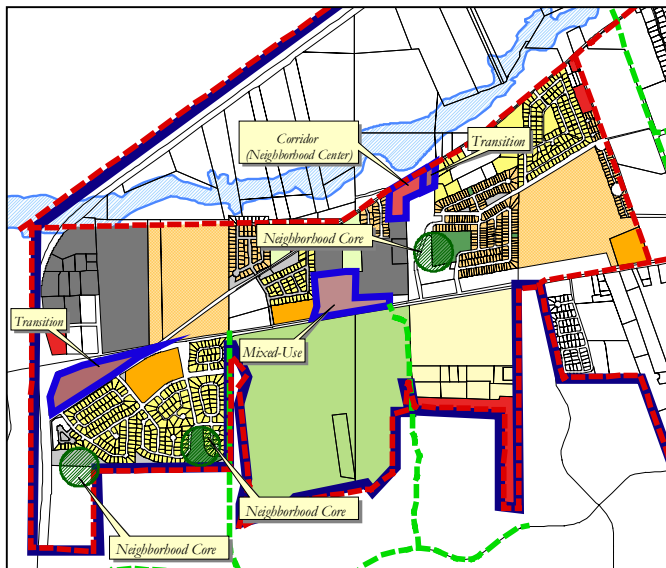
Proposed Neighborhood Patterns

Since the neighborhood planning area is nearing build out, there are only several largely undeveloped land segments⁴ that would be considered “eligible” for new neighborhood pattern designations. At the conclusion of the scenario construction workshop (third out of the four meetings), the planning participants opted for a combination of applications

³ This is one of the primary planning issues and/or concerns raised during the neighborhood workshop series for the area. Other concerns included lack of public spaces/centers and connections; rapid, unplanned development and associated traffic; and airport noise and encroachment.

⁴ This generally excludes those vacant tracts with current master plan approvals or partially built out subdivisions.

(see Map 2.3.4) as well as more conventional land use applications for future development.



The planning participants have applied three [modified] new pattern areas as illustrated in Map 2.3.4 (areas in blue outline) and identified three existing/future neighborhood cores. The first pattern area, intersecting Agua Fria and San Felipe Roads, is defined by a neighborhood (retail center) corridor area wrapping the intersection with added transitional buffering to the adjacent residential. The second area is a kind of modified new neighborhood pattern defined as a single-project mixed-use area

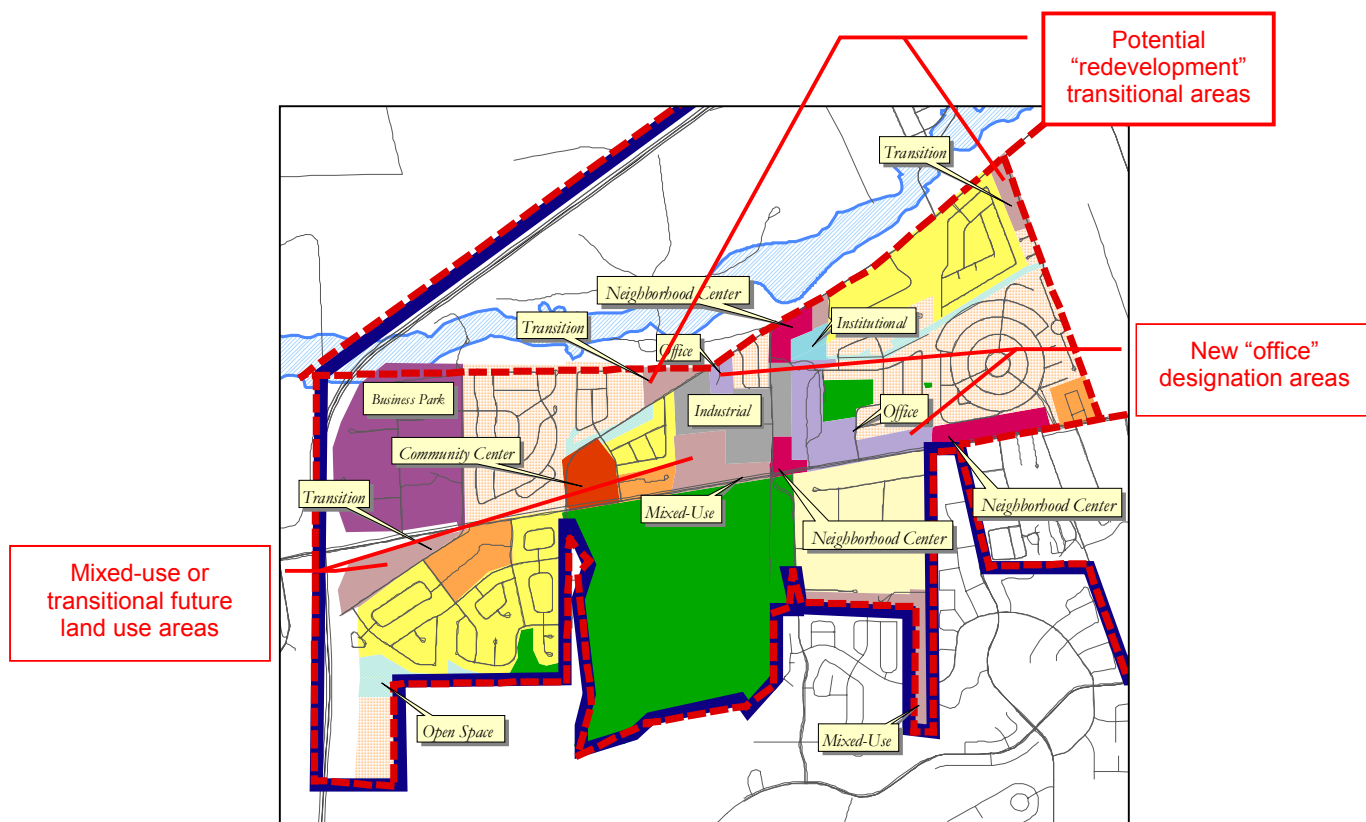
Map 2.3.4. Proposed Neighborhood Pattern Areas along Airport Road. The participants have used a mixed-use designation rather than the corridor and transition relationship since the majority of the adjacent existing land uses are industrial. This would allow for greater flexibility in design and an opportunity to incorporate both residential and non-residential uses within a master-planned setting. The third new pattern area, located between the Vista Primera subdivision and Airport Road, is shown as a transitional designation in order to encourage future transitional uses and buffering between the industrial use intensity to the north to the existing residential to the south.

The neighborhood pattern areas also include three neighborhood cores. The core located north of Airport Road (Tierra Real MHP) is currently an undeveloped park that could be developed and expanded into a neighborhood park that could unify future development to the south and west with the existing residential neighborhoods. The second neighborhood core designation merely validates the current functioning of the existing Vista Primera Park as a neighborhood core.⁵ Finally, a third neighborhood core is recommended south of Vista Primera to, again, unify future development of the southern tract along NM599 to existing residential.

Future Land Uses

The proposed future land uses are generally a reflection of the underlying existing uses as well as an expanded set of future land uses applied to undeveloped areas (see Map 2.3.5). Of the seven planning areas, the Western Area incorporates the broadest arrangement of future land uses, including the introduction of future office, institutional, business park and community and neighborhood retail centers. The proposed future land uses generally offer the greatest variety and balance of land uses within a single planning area. With the exception of the Cerrillos Road Corridor Plan Area, it is also the most urbanized of the seven planning units.

⁵ If annexation of this area occurs, it may be warranted to consider dedication of the park to the City for use as a public park. This would allow for greater public access to the park while shifting the ongoing responsibility for operation of maintenance of the facility to the City's Parks and Recreational Department.



Map 2.3.5 Proposed Future Land Uses for the Western Planning Area

The primary objective for the Western Area planning participants has been to incorporate future infill development of intermediary-type uses between the intense existing industrial and the residential areas, while recognizing that future development would most likely continue at an urban scale. Because of the strategic location of several of the remaining vacant tracts, there have been several opportunities to apply this strategy. The first application is through the introduction of office uses to vacant lands situated between industrial and residential areas (see Map 2.3.5--areas identified as red notations). The second application is the introduction of transitional and/or mixed-use designations that would encourage more creative and flexible design opportunities, while promoting protection to adjacent residential areas. Lastly, the planning participants have designated the potential redevelopment commercial⁶ areas as future transitional areas so as to encourage greater compatibility with existing surrounding uses should redevelopment occur.

The planning area includes three proposed commercial areas with previous master plan approval along Airport Road—one community commercial center and two neighborhood centers. The community commercial, shown at the intersection of Airport and Agua Fria Roads is the only community commercial designated within the Airport Road Corridor. It is also expected that a community grocery center is to be located at this site. Although these areas are not shown as neighborhood pattern designations since they have

⁶ These are areas generally described as legal, non-conforming commercial uses within the EZ that are likely to redevelop over time with the extension of urban services or as the area further develops at urban densities.

existing master plan approval, *every attempt should be made to design the final development plans to be in accordance with the development guidelines of the Final Report.* This would also include incorporating within the site itself, some level of buffering and transition to the adjacent existing neighborhoods, much as redevelopment areas along Cerrillos Road would be required to do. This is critical since these sites are relatively small or narrow and abut existing residential neighborhoods which could potentially impact surrounding residential if they were built without sensitive design. All three centers should remain at a neighborhood scale and orientation.

It should also be noted that the most western boundary (area outside of the two-mile EZ boundary) of this neighborhood planning area also lies within the Airport Development District planning boundary. Throughout the workshops for this unit, every attempt has been made to validate and recognize both concurrent-planning processes, so that the final outputs of these plans remain generally consistent with one another⁷.

⁷ It was generally accepted that the Western Area planning participants would have the primary voice on the "triangle area" adjacent to Vista Primera, while this process would defer to the Airport Development District for guidance on the industrial area north of Airport road within the concurrent planning boundaries.